



LYMPSTONE SAILING CLUB

December 2021 Newsletter

Commodore's Corner

It's hard to believe it has been a year since I wrote my first Commodore's corner article. Another year which has been affected by the pandemic, but as a club we have certainly been moving back towards normality and we are planning (with fingers crossed) for a normal season next year.

Thanks to everyone who attended the AGM - it was great to see so many people in the club house and also to have a good number join us online. The AGM saw us lose a number of people from the Committee and gain some new volunteers. We all owe a big vote of thanks for past services to Bill Boaden who stood down after 14 years as the member of the committee with responsibilities for house and Peter Turgoose who has served as both Vice Commodore and Hon Secretary. We also said goodbye to Fiona Archer and Helen Scott who brought much enthusiasm and new energy to their roles as Membership Secretary and Sailing secretary. Turnover on the Committee means we now welcome some new members: Jim Trice as Hon Secretary and paddlesports rep, Jamie Reeves who will be taking over the "house" role and Nick Walding as the new Membership secretary. Please join me in welcoming these brave volunteers on to the committee and be patient with us as people adjust to new roles! Watch out for "Who's who on the committee" interviews in future Newsletters...Unfortunately, we had no volunteers for Rear Commodore which is a key role in overseeing our land-based activities. Being one down on the Committee will make a difference and so we are still hoping to co-opt someone during the year to help out - see article in this Newsletter. I was asked why it mattered that we hadn't filled this role - well the Committee works hard behind the scenes to make events happen. We are a small team and obviously having one less person to take on the share of organisation means more for everyone else to do - or that we can do less for the club. If we don't recruit someone you may therefore see fewer events being planned. Finally, it is coming to membership renewal time and so you will see the usual flurry of e-mails coming at the end and start of the year. The good news is that membership fees remain the same for next year and you can still benefit from the early bird reduction by paying early. With that, I'd like to wish everyone a safe and happy festive season and best wishes for the New Year! **Cheryl**

New Committee

Sadly, we had no volunteers this year to take on the role of Rear Commodore and while I realise that being on a Committee isn't for everyone I also wonder if some people are put off by the titles that are used by sailing clubs - I know I was! According to Wikipedia (I'm prepared to be corrected by anyone that knows the history better than me!) civilian yacht clubs began to use the title "commodore" in the early twentieth century, borrowing from naval ranks. Most clubs also have a Vice Commodore and Rear Commodore. These 3 roles are "flag" officers who have a right to fly a specific club pennant (not sure where ours are currently!). Ignoring the history and titles, these roles are essentially the senior management of the club committee. The Commodore is the committee Chair, the Vice Commodore manages on water activities and Rear Commodore manages land-based activities. These posts can be held for up to three years in our club and it may be helpful to know that this isn't an escalator committing you to up to 9 years i.e. we don't have progression from a junior vice, to senior vice to Chair that you often see in organisations. Anyone who has been a member of LSC for a year can stand for one of these roles. Having clarified the terminology, I am hoping this will encourage someone to step forward as co-opted Rear Commodore for the coming year. The Committee works as a team so you would not take on any responsibilities alone. The added bonus is that Judith Carter who has been the Rear Commodore is still on the Committee and can act as a mentor. The Rear Commodore reports to the Committee on the following areas of activity but does not have to organise them all - we have other members on and off the Committee who help with this:

Off water social activities: Assisted by several Committee members currently Judith Carter, Sophie Cocks, Elaine Paul and numerous club members

Bar: Assisted by Andy Wadhams and Peter Turgoose
Clubhouse "house": Assisted by Jamie Reeves
So, forget the title - if you have good organisational skills and imagination for social ideas then please volunteer to join the Committee team. Contact Judith Carter or Cheryl Scudamore to volunteer or discuss what is involved.

Winter Training

We are aiming to run RYA First aid and PB2 courses next spring. If you are interested in either of these and would like to be added to a waiting list please contact enquiries@lympstonesailing club.co.uk Dates and fees will be announced later.



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LSC Contacts

Commodore Cheryl Scudamore

Vice Commodore Claire Belcher

Membership Nick Walding

Secretary Jim Trice

Rear Commodore. vacant

Treasurer Adam Rejzl

Newsletter Margaret Turgoose

Website: lympstonesailingclub.co.uk

DIARY DATES

Fri 3 Dec 19:30 Commodore's Drinks

Sun 26 Dec 10:30 Boxing Day Swim

Fri 7 Jan 12.00 1st Mariners' Munch

Fri 7 Jan 19:30 Talk: Katie McCabe sailing "Falanda", single handedly round GB.

Fri 21 Jan 19:30 Talk: Jenny Moon, Fishing links with Newfoundland

Sat 29 Jan tbc Dinner at The Swan

Fri 18 Feb 19:30 Sailing USA by Polly Jarman

Fri 4 March 19:30 The Old Tides by Brian Mather

Social Activities

Commodore's Drinks: 7.30pm Friday 3rd December - free glass of mulled wine served by the Commodore. As we need to predict numbers we would like you to book on the website if you plan to come. There is no charge.

Boxing Day Swim: Sunday 26th December. This is always a popular event over the Christmas period for both swimmers and spectators. Anyone is invited to take a dip from the slipway at The Harbour. Graeme Wheeler, LFHA Chairman, will be there to start the race at 10.30am. The changing rooms will be available from 10am and hot drinks will be on sale, (contactless payments please). There will be a cash collection for Exmouth RNLI, so remember to bring cash as well! Fancy dress optional- in the past we have Father Christmas outfits, Christmas elves and even a banana! Come along and bring the family.



Mariners' Munches Fridays: 7th January to 25th March 12 - 1pm: Lunches of soup and a sandwich, and a pud provided by different helpers each week. Please let me know if you are willing to help one week. Teams of 2 or 3 needed and if you are new to this, I will put you with someone with previous experience. Judith_carter@hotmail.com **I STILL NEED HELPERS FOR 21ST JANUARY, 4TH FEBRUARY AND 11TH MARCH so please contact me if you can help.**

Meal at The Swan: Saturday 29th January. Many of our members have felt apprehensive about attending a Dinner Dance early next year so instead we have booked The Swan for a Sailing Club Dinner on Saturday 29th January. Put the date in your diary now and further details will be sent by email once these are confirmed.

Friday Talks: 7th January: Our first evening talk, 7.30 for 8pm start, is by 14 year old Katie McCabe on sailing "Falanda", single handed round Britain, **21st January:** Lymestone fishing links with Newfoundland by Jenny Moon,

Friday 18th February: Sailing USA by Polly Jarman, **Friday 4th March:** Brain Mather, The Old Tides (videos of Lymestone)

Games for the Clubhouse: We would like to keep some board games or similar for all ages in the Clubroom, so if you have games you no longer use, we would welcome donations judith_carter@hotmail.com

Hope to see you in the club,

Judith Carter

Membership Renewal

Just a quick note to say that current memberships are due to expire on 31st December 2021. Fees have been frozen this year and will stay at the 2020-2021 season rates. There is also again going to be an early bird discount if memberships are renewed by 12th February. Keep an eye out for emails in December and January with further details. **Nick Walding**



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Motorboating next season

As we put together the programme for next year, the committee would be really grateful to hear your thoughts on our motorboating programme. This season we planned a similar format to previous seasons. We had dates in the programme for a couple of fishing trips, an all-day outing, an evening trip to The Turf, and a couple of brunch trips to Dawlish Warren - all kindly arranged by Steve Archer. However, attendance this year was lower than in previous years, and several of these outings-in-company didn't take place due to lack of numbers. There are nearly 40 motorboats and dayboats at Lymestone, and this number has increased rapidly in the last couple of years. We're very keen to understand how best to support our members in this area, and so we've put together a (very) short survey for motorboat owners, asking what you'd like to see. Do please fill it in if you have a motorboat, or even if you don't, but have an opinion. The link is here: <https://forms.gle/VXmvlBx4Zs9BFdep6> At the moment we plan to put events in the programme only to the extent that we have volunteers to run them. So if you fancy a trip in company to the Turf Locks next year for example (it's bound to be less wet!), and you're willing to organise it, please let us know via the survey. Alternatively, we could rely on the motorboating WhatsApp group for more spontaneous outings in company, and put very little in the programme. It might be better to wait until the weather and tides align, and let motorboaters propose and organise trips together at the last minute. If you would like to become a member of the LSC motorboating WhatsApp group, please also let us know via the survey.

Curleo, Curleo, wherefore art thou?

A fortnight before craning afloat in April 2020 and co-incidentally with the start of the first Covid-19 UK lockdown, Curlew's hitherto reliable single cylinder inboard diesel engine refused to start. Electric starter vigorous, fuel fine, valves not stuck, but feeble compression. And as you may know, the other description of a diesel engine is 'compression ignition'. So, with insufficient compression to heat the fuel/air mixture in the cylinder above its flash point, the engine was a non-runner. Could I do an engine strip-down and repair before craning, or was this the moment to implement a long-held idea of replacing the engine? Curlew's original engine, a 1974 SABB (sic) 10hp is easy to work on, can be started without a battery if necessary and the UK's sole distributor of seemingly every part is within easy reach, but the advice was that simply fixing whatever the immediate problem was (piston rings perhaps?) on such an age of engine was not the way to go. I didn't fancy replacing the engine on the Harbour hardstanding, so the first task was to obtain a trailer within 2 weeks before craning day, and now under covid lockdown. Luckily the supplier of trailers for Plymouth Pilots boats is a friend of Lymestone, Tony Blackmore, who runs Admiral Trailers at Dunkeswell. They could supply one before craning! So, Curlew was probably craned for the last time under my ownership, not from the hardstanding to the water, but to my newly acquired trailer. Thus I became a DIY-launcher/recoverer and my hunt for a replacement engine began...

Many months passed whilst I pursued used engines advertised by Marine Enterprises Ltd, all of which turned out to be a total waste of time, as others have confirmed. A couple of years previously, I had visited the Beta Marine works, near Gloucester and harboured an idea that someday... well, the day had come, so I ordered a 3-cylinder, 20hp engine with gearbox, a unit regularly supplied with new Plymouth Pilot 18s and well-liked by more than one Lymestone owner. Why the jump from 10 to 20hp you might ask, especially as both engines could drive the vessel at its hull speed (5.7kts)? I can only put it down to the respective sizes of the flywheels and the Victorian engineering of the SABB compared with the Beta's Kubota engine. Although Beta add a heavier flywheel in marinizing the standard Kubota units, the all-up dry weight is still half that of the SABB. Trout's at Topsham are the local agents for Beta who didn't impress me as they asked for the full price, although the Beta Marine were offering a sizeable 'Boat Show' discount, and delivering direct to me. After some exchanges with Beta marine, I paid the Boat Show price! The crated and shiny red new engine was delivered at the beginning of June 2020, but then how to extract the SABB 200kg 800mm-deep engine over the head-height gunnel of Curlew in a confined space at home? Reference Heath Robinson!





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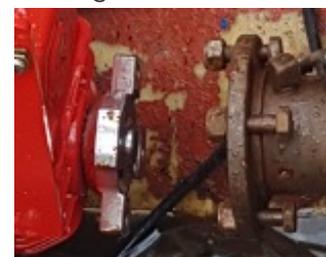
My first attempt, with a vertical ladder secured on the starboard side with a crossed pair of ladders forming a fulcrum on the other and an alloy scaffolding pole slung between them proved inadequate, as on taking the strain with the chain block & tackle, the pole merely bent! So, applying a pair of Acro props to shuffle either side of the lifting point allowed things to progress. With such a weight on the beam, the traveller pulley borrowed as you do from your next-door neighbour (!) was essential, but even then, careful polishing of the beam and a small ratchet puller was required to move the engine outboard. With only a short reach, the lift by the chain block & tackle had to be transferred aloft to a rope block and tackle to lower the engine to the ground. With a good mechanical advantage,



even my weight was insufficient to lift the engine with the latter! Slowly, surely and safely this took a while, but the reverse procedure with the mere 100kg Beta engine was a doddle in comparison. Comparing the Beta to the SABB, I allude to the difference between a thoroughbred and a carthorse. The new installation required the addition of an external fuel/water separator, a raw water strainer and an exhaust waterlock, each with associated pipework. This was metaphorically a quart into a pint pot and took much trial and error over more than a week to finalise. Another concern of mine at this



time was the alignment of the engine and gearbox with the prop-shaft. The handbook stipulates that the gearbox output shaft flange and the mating prop-shaft flange should meet parallel to within 10 thou. This to me seemed an impossible task considering the new engine was now riding on flexible mountings. My attempts at chocking the engine within the hull structures prior to securing the mounting feet to the engine bearers whilst maintaining the tolerance repeatedly failed. I was worried. It took two visits from Rory to convince me that a) the tolerance quoted was unnecessarily tight and b) just carry on as I was going. Rory's encouragement and moral support worked! I drilled the 8 holes for the mounting bolts and the shafts appeared to be perfectly aligned. Proof of the pudding will only come next spring when I have torque and thrust on the system! Keith's self-built motorboat Ruby also uses the same Beta engine housed in a clamshell-design housing which I now started to replicate for Curlew. My first attempt had failed to allow for the engine's ancillaries, so an extension was added! The asymmetric gape gives good



access for servicing the raw water impeller housing on the front of the engine. The mounting and connecting-up of the new one-lever engine throttle with gear selection control mechanism required trial & revision. My original plan, at the time of purchase, was to mount the controls on the port cockpit side, however on reflection the site was moved to the starboard side of the engine, so the now unnecessarily long control cables



perform a circuit of the engine! Hopes of launching as tides came and went throughout 2021 eluded me, so I now have no excuse not to be ready at the start of April next year. I continue to greatly enjoy the re-fitting of Curlew even now. On this project at least, I have unquestioningly stuck to the task of completing the task to my satisfaction rather than being tempted to launch unfinished. I gratefully acknowledge the loan of Andy Wadham's lifting tackle, Roger Howell's runner and Rory's and Keith's advice & encouragement.

Richard Crisp